

# Six-year round highly productive

The intensive effort at discovering the public's highway improvement desires was an overwhelming success, say highway officials involved in the Six-Year Highway Improvement Program meetings.

The 39 meetings held during October and November yielded a multitude of new projects Oregonians would like added or replaced on the

program. Many persons said they were pleased with the package and urged that projects in their area be kept on schedule.

Transportation commissioners will conduct a workshop at 8:30 a.m. Dec. 6 at the State Office Building in Portland to begin revising the program.

More than 1,800 persons attended the meetings, with an average of 47 persons per meeting. Last year, attendance was smaller at the 22 Six-Year meetings.

Biggest crowds were in Region 3: Roseburg, Coos Bay, Eugene, with averages of 84 persons per meeting. Although attendance in Eastern Oregon was light, enthusiasm voiced for planned improvements by locally-elected officials and others was great.

Region 3 meetings showed an attitude change that surprised highway officials. "In Coos Bay they aimed their criticism of programs in a positive way, rather than in a

negative way as they've done before," said Region Engineer Alfred Shirley.

"I think the people realize that if they want their projects, they need to support the department and future revenue packages."

Questionnaires indicated that 96 percent of statewide attendants favored preservation over new construction; 89 percent favored the increased revenue package Program A over Program B, based on existing revenues. Forty percent said the highway division was doing a good job in their area; 15 percent said

excellent; 30 percent, fair and 15 percent, poor.

"The whole effort was first class," said Commissioner Tom Walsh, who attended 10 meetings. "I learned more in three weeks than I have in the last two years. The staff received some excellent input."

Commissioners agree that some major projects should be added to the plan. Gordon Coleman said at several meetings, "Everyone has valid projects and they should all be considered. But multiply yourselves by 39 and hope that we can do the best with the money we have."

## INSIDE:

ODOT's round of Six-Year meetings made headlines throughout the state. Photos and excerpts from editorials are included in a story on page three.

### Ballot measures called key to road projects



### Also:

- Landslide! Clay slip causes problems on Hwy 42, page five.
- Jack Wills: A foreman in isolation, page eight.
- Al was a fisherman, page five.
- There was a crooked highway... page seven.

## Park, ride lots ready in Dec.

Salem area park and ride lots, originally scheduled for use in November, won't be ready until mid-December.

John Costello, head of the Alternative Modes Program, said that negotiations with three property owners for lots have taken longer than expected.

"The lots are our top priority; we're confident they'll be ready by mid-December," he said. Six more contracts for lots are also being negotiated.

Two lots will be available for carpools. The rest located on existing bus routes, will be available for bus riders and carpoolers.

The Salem Downtown Development Board has voted to support the use of express buses to serve park and ride stations, he said.

"We eventually hope to have 12 park and ride lots," he said. "We're designing a 350-space lot on Airport Road, which will have to be approved by the Capitol Planning Commission."

## Burco supports amendment for more revenue

Director Bob Burco attended the annual AASHTO meeting in New Jersey in late October. While east, with Gov. Bob Straub, he voiced support of the energy bill, which will increase highway revenue.

In Washington D.C., talking to Congressman Al Ullman and Sen. Bob Packwood, Burco supported the Percy Amendment, passed by the Senate Nov. 3. It would create \$400 million annually for four years from a well-head tax on crude oil.

"Oregon would gain \$5.2 million annually from this amendment," Burco said.

Another amendment passed by the Senate could create an energy trust fund, Burco added, "and could devote some of these resources from any well-head tax on crude oil to both highway rehabilitation and public transit."

## 'Tis the season...



Snow plowing operations began in November at the Santiam Junction near the summit of the Cascades. Above Maintenance Foreman Jack Wills supervises a snow blast vehicle. The blast head cuts the snow and moves it to a fan which blows it out the shoot.

## United Way drive tops '76 by 17%

The \$27,966 raised this year by ODOT's United Way campaign represents a 17 percent increase over last year's donations, reports campaign director Steve Macnab.

Complete results won't be available until January, but most donations are recorded, he said.

"The main problem I encountered was that several people ran the ODOT campaign last year, so it was hard to tell exactly how it was done," Macnab said, "so I started from scratch."

Macnab, assistant hydraulics engineer, said he tried to educate personnel on U-W programs.

"I found that employees weren't giving because they either misunderstood or didn't know what United Way did," he said. "My goals were to get more people involved in the campaign and to increase the United Way awareness through 19 meetings in Marion-Polk counties."

"We had 200 less persons employed this year" he said. "But the number of contributors and the amount they contributed increased."

The average contribution was \$28 per employee. Assisting Macnab were Garnet Elliott, Jackie Gettis, Ted Litchfield, Marlowe Krohn, Dave Davis, Ted

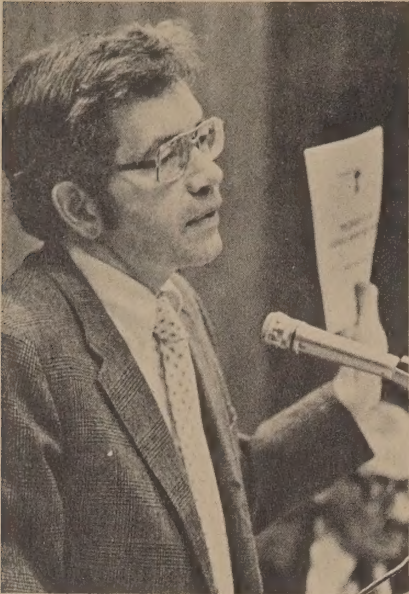
Dethlefs and Jerry Wimer.

Awards were given to five ODOT groups for outstanding donations. They include ODOT Administration, Aeronautics Division, Hydraulics Unit of Technical Services Branch, History Program and Rivers Program units of the Park and Recreation Branch.

Next year, Macnab hopes to publish a newsletter about the campaign before it starts, and organize tours of United Way agencies for employees. He also plans to get the county United Way volunteers more involved in soliciting ODOT donations in regions outside the Willamette Valley.



Director's corner



BOB BURCO

Now that the 39 Six-Year meetings are over, we have the challenging task of responding constructively to the public input.

I congratulate everyone involved in the preparation and conduct of the meetings. They were tremendously successful in opening communications between the commission and the public. They reflected numerous, valid community concerns -- many of which were thwarted in the past because of inflexible federal categories, inadequate funding, delayed bonding obligations and local conflict over alternative solutions.

We shouldn't be surprised that, while supportive of our priorities, the public feels that more work is needed to meet region and community needs.

The commission has a difficult chore ahead. It's one that is distinct from the legislature, our staff and the governor himself.

It's the process of allocating scarce resources among competing projects and statewide needs. This is one of the main reasons the commission was formed. So, their participation in these meetings not only benefits commission members, but the staff and affected communities as well.

Without their willingness to join this hectic, two-month schedule, our own knowledge and public support would be considerably weaker.

Commissioners will now work with region engineers and others to reallocate some projects, and perhaps modify funding to deal with the highway project requests from the public.

Final adoption for the program is set for February, but everyone should realize that the final plan that is actually implemented depends on the outcome of the two cent gas tax election in May and the registration fee increase vote next November. I'm personally convinced that the gas tax will pass, but more work needs to be done to show voters why the vehicle registration increase is needed.

A carefully-revised Six-Year plan will have a cornerstone of public information for that election next November. Meanwhile, other meetings will be held to discuss other aspects of our program as a more comprehensive six-year department-wide program is debated next fall.

As this year ends and a new one begins, I thank you all for the conscientious effort on behalf of ODOT programs and wish you a pleasant holiday season.

Editor's mailbag

Devand helps

To the Editor:

My wife, myself and our two small children recently vacationed in your beautiful State. We camped as often as possible in the excellent State Parks.

I am writing this letter to bring some recognition to an employee of the Park Service at the Carl G. Washburne Memorial State Park. Park Ranger Oliver Devand came to our assistance when our recreation vehicle became disabled during a continuing rainstorm.

This incident occurred on a Sunday during the late afternoon hours. After several unsuccessful attempts to telephone a mechanic, Ranger Devand advised me that he was familiar with my camper and had the necessary tools to repair it. Monday was Oliver's day off. He said that he wanted to help, and would be by in the morning to try and repair our camper. Monday morning it was still raining, but Oliver was there ready to help. He spent a day and a half of his own time helping me out with my broken-down camper. He salvaged my family's vacation and we all thank him.

I am a Police Inspector in the San Francisco Police Department, assigned to the Homicide Detail. I encounter man's inhumanity to man on a daily basis. The outstanding attitude and willingness to assist someone in need, that I observed in Ranger Devand, was reassuring to me that the human race still contains people of his caliber.

Ranger Devand is not only an excellent mechanic, and of good character, but in the short time that we came to know him, he displayed sincere dedication to the Park Service.

Jeffrey Brosch  
24 Palmo Way  
Novato, Calif.



Shannon Priem Allen

New VIA editor named

Shannon Priem Allen, 25, has been named editor of VIA, ODOT's monthly employee newspaper.

A 1974 graduate of the University of Oregon School of Journalism, Allen formerly edited *The Stayton Mail* weekly newspaper and worked as a regional correspondent for the *Statesman-Journal* newspapers. She also worked as copy editor and reporter for *The Oregon Daily Emerald* in Eugene and has written for *GrassRoots* magazine and other Oregon publications.

A native of Salem, she was graduated from South Salem High School in 1970. She is married and lives in Stayton.

Her husband John is a self-employed carpenter and gunsmith. They have a 30-acre farm on Silver Creek near Silverton.

Opinion Poll:

DMV staff efficient; testing less popular

This is third in a series of in-depth looks into the statewide opinion poll commissioned by ODOT. General findings were outlined in September's VIA.

THE DMV DRIVER TESTING PROGRAM

About 9 out of 10 persons interviewed in the poll said they had a driver's license. Nearly 5 percent said they had a chauffeur's license.

Most Oregonians feel that personnel in motor vehicles offices are courteous and efficient. DMV personnel get their highest marks from coastal residents.

QUESTION: The people in Motor Vehicles Division offices where they test drivers and register vehicles are courteous and efficient.

	<u>Oregon</u>	<u>Tri-County Metro</u>	<u>East</u>	<u>Valley</u>	<u>Coast</u>
Agree	66%	65%	69%	67%	75%
Disagree	20%	22%	16%	18%	11%
Don't Know	14%	13%	15%	15%	14%

While strong majorities feel DMV personnel are courteous and efficient, the driver testing program itself is viewed less positively. A bare majority, (51%) statewide, agrees that a good job is being done, with the strongest approval registered by Eastern Oregonians. According to GMA, the professional marketing firm which ran the poll, "as a rough rule of thumb, we usually expect survey results to show a 90% good or excellent rating of a service by its customers."

QUESTION: The State Motor Vehicles Division is doing a good job testing drivers for licensing.

	<u>Oregon</u>	<u>Tri-County Metro</u>	<u>East</u>	<u>Valley</u>	<u>Coast</u>
Agree	51%	50%	58%	52%	53%
Disagree	32%	34%	23%	31%	25%
Don't Know	17%	16%	19%	17%	22%

Respondents rated driver testing performance on another question as barely "good." The statewide rating was 6.2 on a 9 point scale with 5.0 being "fair", 6.0 being "good" and 7.0 being "very good." Eastern and Coastal residents were more satisfied than Valley or Metro residents.

QUESTION: Please rate the quality of the job you think the state is doing in testing drivers for licenses. (9 point scale).

<u>Oregon</u>	<u>Tri-County Metro</u>	<u>East</u>	<u>Valley</u>	<u>Coast</u>
6.2	6.1	6.4	6.2	6.6

Oregonians feel it is very important to fund a driver's testing program. The most support came from the Metro area. On the rating scale used, 6.0 indicates "important", 7.0 indicates "very important" and 8.0 indicates "extremely important". The statewide (7.8) rating was the highest received on a list of 14 ODOT functions. The second highest (7.4) was for funding repair and upgrading of state highways.

QUESTION: Please rate how important you feel funding a testing program for drivers is. (9 point scale).

<u>Oregon</u>	<u>Tri-County Metro</u>	<u>East</u>	<u>Valley</u>	<u>Coast</u>
7.8	8.0	7.4	7.6	6.7

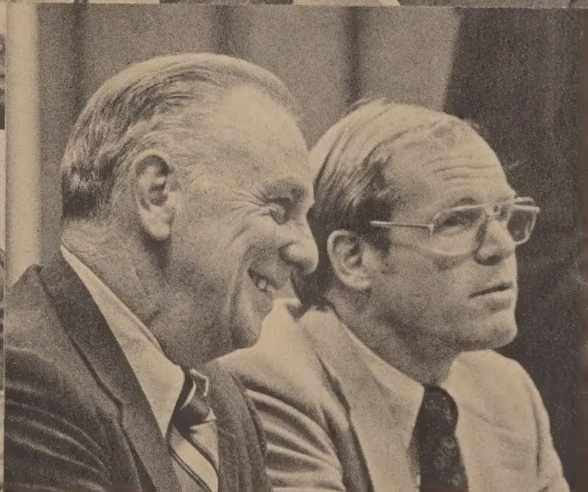




## They had their say, and ODOT listened

They also came to learn and question ODOT officials on highway problems in their areas. From students to senior citizens, and from legislators to truck drivers, over 1,000 Oregonians told staff and commissioners, also pictured here, what they liked and didn't like about their highways. Well-prepared reports from the public provided vital input that will be weaved into the final plan. Every region has special projects residents would like to see materialize. The problem: Will there be enough money to meet these needs? If not, how do we allocate the pot of existing funds? Transportation needs are growing. Revenue is not. These are the questions facing commissioners and staff when they adopt the program next February.

PHOTOS  
BY  
JERRY  
ROBERTSON



# 6-Year news coverage is extensive

Newspaper clippings on the 39 Six-Year Highway meetings have come in by "the pound," literally. Radio and television coverage has also been good.

Among the issues editorial writers supported were the move from new construction to preservation, and the gas tax and vehicle registration fee increases. Here are excerpts from several pre-meeting editorials:

Summarizing the new emphasis on highway preservation, the *Eastern Oregon Review* in La Grande called it a "philosophy most Eastern Oregon residents heartily approve—especially those who have to drive on the region's deteriorated primary and secondary roads. But the ODOT team will have a lot tougher time convincing Oregonians that higher gas taxes and registration fees are

necessary to implement that philosophy."

The *Corvallis Gazette—Times* predicted in a pre-meeting editorial that city spokesmen would "plead ardently for an east bank bypass for the umpteenth time," but expecting the state to give Corvallis \$50 million "is fantasyland."

The editorial urged support of upcoming revenue measures and noted that "local residents bring an east bank bypass closer to reality whenever they work for measures that bring highway revenues into line with demands upon the department."

The *Eugene Register-Guard* felt there would be a large turnout at the Six-Year meeting because of an organized campaign to widen Highway 99 to Junction City. But, said the editor, "while there's not

much chance that local input can lead to allocation of big wads for additional Lane County projects, it might result in some important trade-offs between projects on the tentative list and those Lane County residents would rather see in the final six-year highway program. The question up for debate is that of how limited funds can be used to best advantage, and citizen participation in the final decision will be crucially important."

Finding a traffic light in Program "A" that wasn't listed in Program "B", the *Siuslaw News* in Florence editorialized, "We are sure there is at least one item on list 'A' that is desperately wanted by every community throughout the state, that is missing on list 'B'. Will this help get the gas tax passed next

time?"

While many editorials and stories touted specific projects in advance of the local Six-Year meeting, the *Salem Oregon Statesman* took a broader view.

"The cracks in Oregon's highways run far deeper than most of us realize. The Department of Transportation is holding a series of meetings around the state to tell the public the seriousness of the problems. But the general public is more likely to be found watching Monday night football than trying to absorb the data and statistics of highway projects. Public understanding is essential in this case because of two ballot measures next year. Failure to approve these measures may be the most expensive money voters don't spend."



## Cemetery researchers seek data

How many cemeteries are there in Oregon, where are they and what condition are they in?

Sounds like a question easily answered by a trip to the state library. Facts, however, aren't readily available. And what are, are often outdated, or hard to research.

The 1977 Legislature passed a bill requiring ODOT to prepare a survey of cemeteries. Beach Program Coordinator Bob Gormsen and right-of-way research analyst Irene Hammer got the task and are busy telephoning funeral directors, historical societies and other sources to compile and publish a list of Oregon cemeteries.

They need help, however.

"We can easily get the major, established cemeteries," Gormsen said. "It's the little-known ones we need help with."

ODOT employees such as resident engineers and maintenance workers, Gormsen said, may have encountered small, rural cemeteries while on the job.

"We're working on this as we find the time," he said. "We'd appreciate any calls about obscure cemeteries."

The survey will include names of cemeteries, locations, conditions, numbers of internments and date of establishment.

Gormsen can be reached at 378-6504, and Ms. Hammer at 378-6286.



Irene Hammer takes a walk through the Jason Lee Cemetery.

## Picnic groups meeting topic

The size of groups permitted to picnic at three Oregon state parks will be discussed at two public meetings, December 6 and 7, at 7:30 p.m. at the following locations:

December 6, Tuesday, Glenfair School, Cafeteria, 15300 N.E. Glisan, Portland.

December 7, Wednesday, Woodford Intermediate School, 7935 S.W. Scholls Ferry Rd., Beaverton.

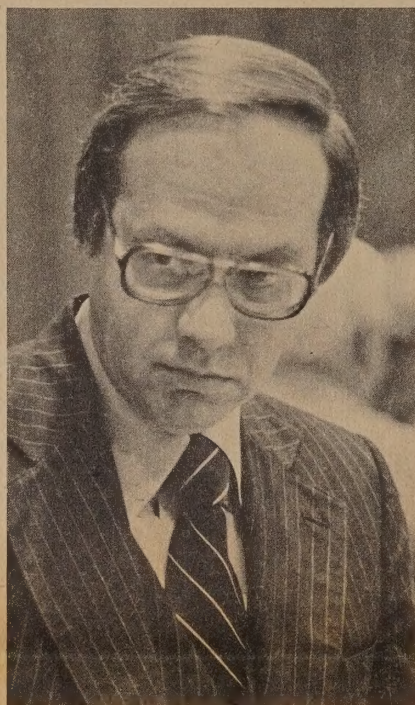
A temporary rule limits group picnicking at Champoeg, Rooster Rock, and McIver state parks to 200 persons per group.

## Public Affairs office: Hub of information

*Editor's note: The following article is part of a series describing the different divisions, branches and sections of ODOT.*

The purpose of the Intergovernmental and Public Affairs Branch could be summed up in one word: communication.

Most information about ODOT flows through this newly-organized office. Questions from the public are answered or channeled to the right source. News releases mailed daily keep the media posted on ODOT matters. Issues are occasionally controversial.



George Bell, manager of Public Affairs

The branch is supervised by George Bell, with the title of manager, and its major functions include internal and external communications, travel information, motion picture location assistance, photography, and Commission and Staff Services.

Travel information and tourist promotion began in 1935 in the Highway Department. Headed by Travel Information Officer Vic Fryer, the section, now in ODOT, is responsible for staffing and displays at border information centers and Oregon State Fair booths, shows and expositions.

Publications include the highway map, recreation activity brochures, the Insider's Guide and special events calendars. The staff answers about 80,000 letters a year from potential visitors inquiring about vacation attractions.

Fryer also supervises the placement of advertising and feature stories about Oregon in publications throughout the country.

A public information office was first set up in 1962 to bring together the public relations handled by the personnel, travel and other offices.

Information Officer John Earley writes news releases, contacts the news media and handles submission of departmental project entries for judging in national contests.

Assistant Information Officer Dennis Clarke also writes news releases, handles The Clipper and supervises the Keep Oregon Liveable and Stop Oregon Litter and Vandalism programs.



John Earley keeps track of ODOT news coverage

## Champoeg open year-round

The new visitor center at Champoeg State Park will remain open this winter, announced Robert True, supervisor of the center for the State Parks Branch.

The center will be open daily from 9:30 a.m. to 5 p.m., closing only on Thanksgiving, Christmas, and New Years Day.

Because of normally mild winter weather, it is possible to maintain all facilities the year around, including the 48-unit campground, picnic area (includes pavilion with roof cover), and several hiking and biking trails.

Dedicated last August, the visitor center is the only one of its kind in the state park system. It is designed to help visitors enjoy and appreciate the interpretive exhibits in the center, and the other features of the park. Theme of the center is "Champoeg—Birthplace of Oregon Government."

The barn-like center can handle group tours on a drop-in basis, however, advance notice is advisable.

The interpretive exhibits include paintings, photographs, maps, models, artifacts, overhead panels, banners, and push-button audio programs.

The exhibits are grouped into five sections. They correspond to important periods and happenings in Champoeg's history. Each section, explained below, features a visitor-actuated audio presentation by an outstanding character of that period.

Section 1: The Natural Setting and the Kalapooians (prehistory to 1792). Section 2: Explorers, Fur Trappers and Traders, and Settlers (1792-1840). Section 3: Political Activity at Champoeg (1841-1844). Section 4: Champoeg as a Town and Commercial Center (1845-1892). Section 5: Efforts to Commemorate Champoeg (1893 to the present).

Advance tour reservations may be

made by writing the Visitor Center, Champoeg State Park, Route 1, Box 80, St. Paul, OR 97137, or by calling 678-1251.

Champoeg State Park is about 8 miles east of I-5, via the Champoeg interchange south of Wilsonville, or the Donald-Aurora interchange. Signs lead to the park.

## ODOT's Frosty greets late - arriving workers



ODOT's snowman

There's a little kid left in Jim Lowe, and it came out with the Nov. 22 snowfall.

Lowe was the first to disturb the powdery sidewalk with footprints to the Transportation Building in Salem. When he got to the steps, he couldn't resist.

"I drove here at 6 a.m. with no problem," said the data processing programmer. "Since no one was around, I threw together this little snowman."

Employees who fought the snow to get to work deserved a cheery greeting, he figured.

Computer cards served as facial features, arms and a hat. By midmorning, icicles hung from the arms, forming fingers. A sign around its neck read, "Greetings."

"It may not be the biggest in the capitol mall, but it was the first," he said with a laugh. "As long as it makes people smile—that's all that counts."

The employee newspaper, VIA, is written and edited by Shannon Priem Allen.

Four photographers, supervised by Glenn Wagaman, take and process photos for the travel section, news releases, VIA and for other offices.

Citizen participation in planning and project development as called for in the Oregon Action Plan is monitored by Community Relations Officer Ken Bonnem who also coordinates statewide information projects such as the Six-Year Highway Program, ballot measures and opinion polls. Bonnem also produces audi-visual presentations and handles requests for information from the state ombudsman and correspondence to Gov. Bob Straub on transportation matters.

The luring of movie and television productions to Oregon began in the late 60's in the Economic Development Department. Warren Merrill, motion picture and television special services officer, started the program in 1968 and moved with it to ODOT in 1971.

Within the last year, he has helped in the production of about 30 feature films and television programs and commercials.

For many of its 60 years, the Highway Commission designated a secretary to handle its agendas and contacts. When Highway was added to ODOT, its secretary, Cecil Head assumed command of Commission and Staff Services.



## And the wall came tumbling down ... almost



In mid-October, work on Highway 42 between Slater and Mystic Creeks encountered a set-back when pressure from a clay slip caused this reinforced wall to buckle and move several feet forward. Undamaged wall is at left. The slip forced the earth to collapse and slide out from the bottom of the wall, but steel straps extending from the concrete face held most of the earth from sliding to the South Coquille River below. Geologists discovered the slip surface within a week. Repair work, including laying 40,000 yards of buttress material, began last month but was delayed because of weather conditions.

## Merrill stages Salem preview for 'Warriors'

The preview for the made-in-Oregon movie, "The Three Warriors," was held Nov. 6 at the Elsinore Theater in Salem.

Warren Merrill, motion picture and television special services officer, coordinated the event. It was the first "home" preview for an Oregon movie, he said. About 350 persons, including Gov. Bob Straub, ODOT and other state workers were invited.

The move was a hit--afterwards, admirers and autograph seekers surrounded the stars, Charles White Eagle and Kiko Redwing.

United Artists arranged to show the movie in Oregon last month. It will be shown elsewhere starting in February.

"Warriors," filmed at Portland, near Mount Hood and the Warm Springs Indian Reservation, is about a city-bred boy (Redwing) who is alienated from his Indian heritage. He is taken back to the reservation by his mother.

His grandfather, (White Eagle) tries to teach him the old ways and buys him a lame horse. The boy resists. He feels ashamed of being a "dumb Indian."

They take the horse to the healing waters of a sacred spring and the boy gradually gains respect for himself and his race.

## 24-hour road reports given

The Highway Division, in cooperation with the Oregon State Police, now offers 24-hour road condition reports for motorists in the Portland, Medford, Eugene and Klamath Falls areas.

Reports are available through these special telephone lines: Portland, 238-8400; Medford, 776-6200; Klamath Falls, 883-2275 and Eugene, 686-7900. From 8 a.m. to 5 p.m. in Salem, persons can call 378-6532.

The taped messages will be updated depending on road conditions. Highway maintenance personnel and police officers provide information and police personnel prepare the messages.

Persons in other areas of the state can get condition reports at their Highway Division district engineer offices from 8 a.m. to 5 p.m., or from the state police.

## Info center visits drop one %

The number of travelers stopping at ODOT's six border information centers didn't quite match last year's record count, reports the Travel Information Office.

A total of 269,777 visitors, 818 under the 1976 count, stopped at the centers which ended this year's six-month season Oct. 30. Centers will be opened again on May 6.

A four percent decline in visitors at the Siskiyou State Information Center, the busiest of the border facilities, was responsible for the one

percent drop in the total. Construction work on I-5, which often made access to the Siskiyou Rest Area inconvenient, was blamed for the decrease.

Astoria and Portland centers also reported a decrease of visitors. The count at Portland dropped sharply in September and October, resulting in a 632-visitor decline from the record of 49,826 registered last year. Astoria's 29,985 visitors represented an eight percent decrease.

But records were broken at

Klamath, Brookings and Ontario centers. The Klamath State Information Center on U.S. Highway 97 south of Klamath Falls recorded 21,877 visitors, 12 percent more than last year.

The Brookings center on the coast highway welcomed 44,851 travelers, an eight percent increase over 1976.

On I-80N, 49,616 travelers stopped at the Ontario center, 214 more than last year's count.

The six centers were open daily during the season.

## Robertson: He could always catch 'the big one'

Al Robertson could always catch "The Big One."

"He'd work up the damnest contraptions to catch fish -- Rube Goldberg things, you know," Earl Pritchard said with a soft chuckle, remembering an old friend. "He'd catch a fish when no one else could."

Ira A. Robertson spent 30 of his 61 years working on highways near Roseburg. On Oct. 26, he lost his life on one while helping a co-worker hold a pick-up truck from rolling onto the highway.

A freight truck struck bridge foreman Robertson and Warren Lengele, sending Lengele to the hospital with a broken pelvis.

The news came as a depressing shock to Roseburg highway people. Al had a lot of friends, and several found it hard to talk about the man they admired, worked and played with. But after a few questions from the reporter, the memories flowed.

"He was one of those special

people -- always had a smile, a joke; always willing to help," said secretary Carmen Wells.

Pritchard, a section supervisor, was one of Al's fishing buddies. "Al grew up on the coast. Fishing was his second--no, first nature," he said, correcting himself. "I'd say he was half fish. On the job, he was a great teacher."

*"He was one of those special people. Always had a smile, a joke; always willing to help."*

Al also enjoyed building as a hobby. Besides building his home, he re-built a fishing boat in hopes of fulfilling an old dream: Fishing commercially after retiring Dec. 31, 1978.

"We called him two-tone," said Roseburg office manager Joe

Winslow. "His moustache was half gray and half red. He liked the name so much he used it as his CB handle."

Gladys Lorange, secretary, considered Al "like family. He was always jovial. We miss him so much around here."

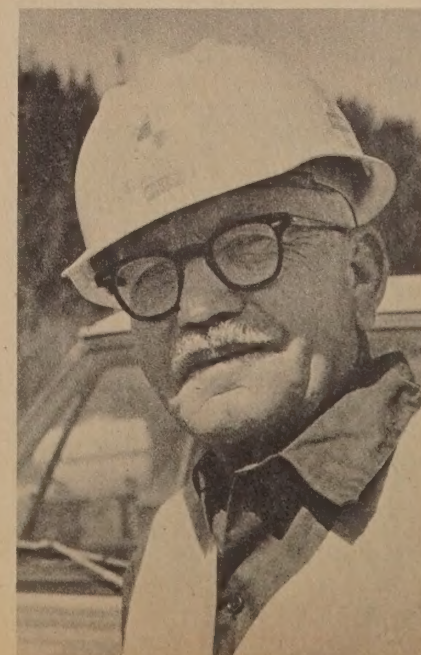
District Engineer Jack McCormick, one of Al's best friends, praised his organizational ability.

"He was an especially good teacher, an excellent foreman. He got along with every rank," he said. Al's bridge repair work was as good as or better than any contractor's efforts, McCormick added.

"Al was just plain good company. He was willing to do anything, and that included a lot of practical jokes."

Robertson began as a carpenter's assistant in 1947. He became a foreman in 1962 and transferred to District 6 in Roseburg in 1968.

He leaves his wife, Betty, and three sons.



Al Robertson





Jerry Robertson is VIA's inquiring photographer. He selects his own subjects. VIA's editors frame the question of the month. Answers are edited only for length.

# CANDID COMMENTS

Was the Six-Year meeting you attended worthwhile? If so, what did you gain from it, and what do you think the public gained?



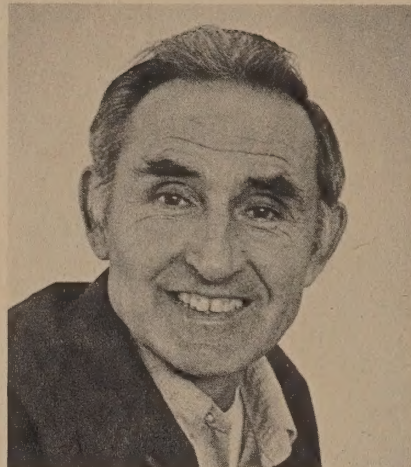
**CAROLYN ROLFE, HWY**  
Secretary, Milwaukie  
Attended Region 1 meetings

Citizen turn-out was good at some locations in Region 1. I thought the slide show of our deteriorating highways was impressive. The public couldn't help but be impressed with the need for maintenance. Hopefully, they will give an affirmative vote to the gas tax increase and we can get on with the repair and projects as shown.



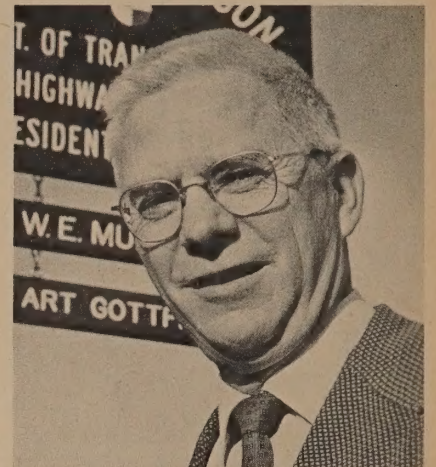
**LOU SPISLA, ADMIN**  
HE 2, METRO,  
Attended Oregon City meeting

I think it was worthwhile from the standpoint of showing the relationship between revenues and projects to be programmed. But I think the overall effectiveness of the meetings is determined by the number of attendants. I don't think enough people attended to consider the program a success.



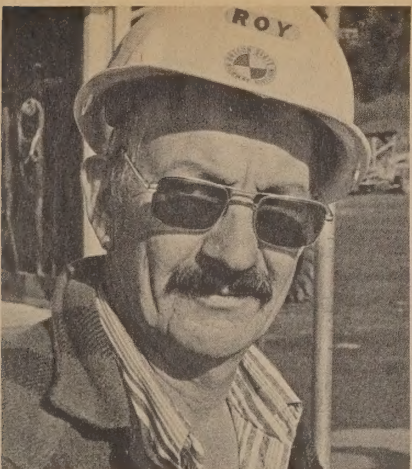
**ROLLAND LACOMPTE, PARKS**  
Park Mgr. 3, Sawyer State Park  
Attended Bend meeting

I believe the meeting I attended was very informative. The local input and interest was great. I gained a better understanding of the situation in this area.



**WARREN MUELLER, HWY**  
Resident Engineer, Salem  
Attended McMinnville meeting

I think the six-year presentation was very meaningful in that it gave the citizens a chance to voice their opinions about the various planned projects. It gave them someone to identify with and throw verbal stones at. We also learned that the public is very critical of our map presentation and are quick to notice errors or omissions.



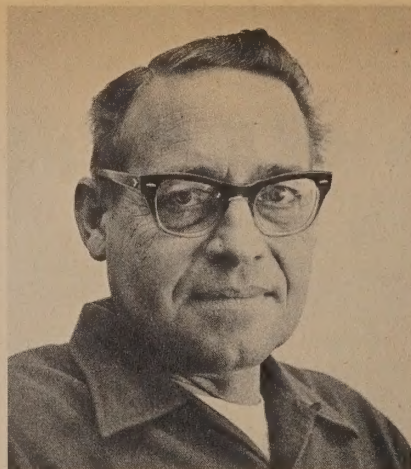
**ROY LAKE, HWY**  
Maintenance Supervisor, Pistol River  
Attended Gold Beach meeting

The meeting, attended by 19 persons, revealed very favorable comment about highway programs. Those who attended were sorry that more people didn't attend. The information given answered many of their questions. I thought it was well-done and informative.



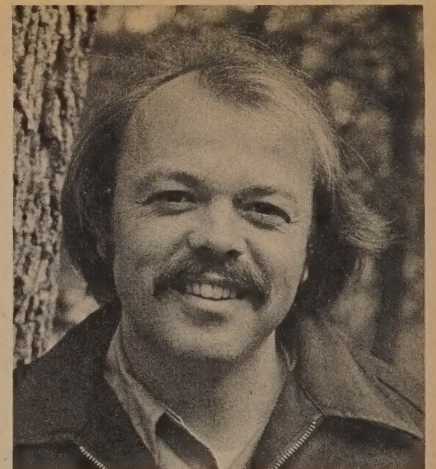
**BENJAMIN PURKEY, HWY**  
Engineer 1, Eugene  
Attended Eugene meeting

I thought it was worthwhile to get the public's opinion of needed projects, but I think this type of meeting should be held before the preliminary six-year plan is drafted. That way, people might feel that their comments would be given more consideration. The persons were frustrated because they did not understand how a project is evaluated.



**ROLLAND VANCLEAVE, HWY**  
Regional Geologist, Bend  
Attended Bend meeting

Yes, the commission and region personnel gave good opinions to the public. I was familiar with the area projects, so I didn't gain additional knowledge, but I could sense that those who attended gave up pet projects and united more with ODOT's major concerns. They realized our limited funds. The area's population was well represented.

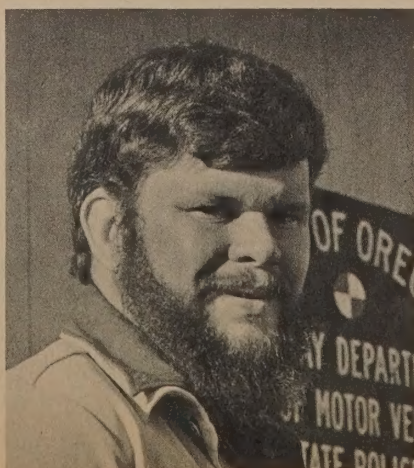


**ROGER ELLINGSON, PARKS**  
Park manager trainee, Champoege  
Attended Dallas meeting

It appeared to be a promotion for the coming tax vote, but it was handled well by the officials present. Still, they were not sufficiently concerned with letting those who attended understand the department's priorities and limitations of operations, exclusive of their budget.

**MIKE EDEN, HWY**  
Dist. Maint. Office Mgr., Ontario  
Attended Ontario meeting

I feel that the meeting was worthwhile. It was conducted in a professional but personable manner by Mr. Schwartz. I gained a feeling that ODOT is becoming more responsive to the public in our area.



**JAQUELYN MARSHALL, DMV**  
MVD 3, Burns  
Attended Burns meeting

Even though I'm somewhat connected to maintenance, I was amazed at the cost factors involved in highway construction and maintenance. The meeting was very enlightening. I realize that the only way to get the improvements we need is to vote in the tax increases.



# Crooked River Highway wins environment award

A crooked highway has won ODOT a national award.

The Tenth Annual Awards/1977 "The Highway and its environment" contest gave ODOT first place in the category, "Outstanding Section of Highway in its Rural Environment (Mountain)."

Sponsored by the Federal Highway Administration, the contest emphasized the integration of highways into urban and rural surroundings.

Oregon's entry was a project for the realignment and resurfacing of the Crooked River Highway near Prineville, which preserves the unique rock formations through the ancient river valley canyon.

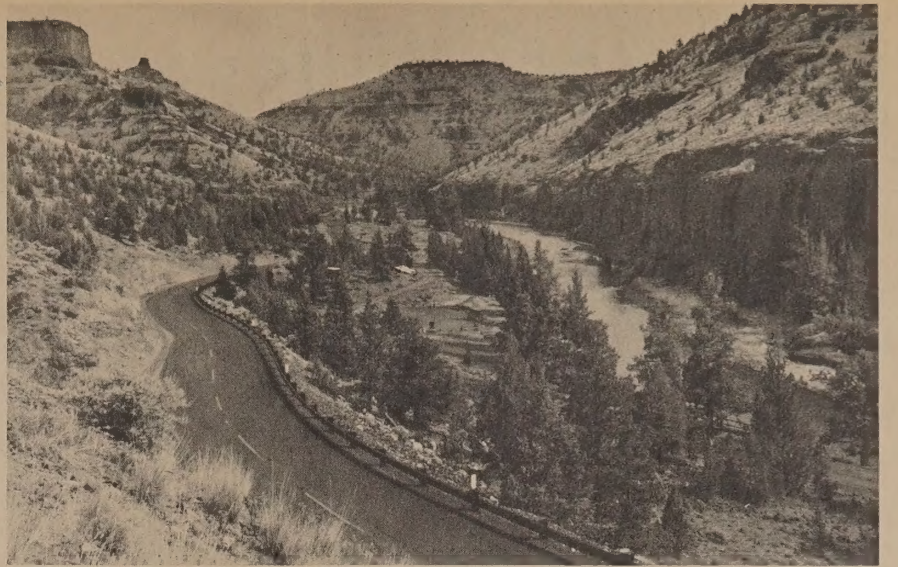
The project was finished in

September, 1976. The award-winning section is a winding road which presented some problems—the Bureau of Land Management wanted little land disturbed while the Federal Highway Administration wanted the road width to be of acceptable standards.

The Highway Division proposed a compromise, suiting both the BLM and the FHWA.

Winners were chosen on the basis of how their project not only improved transportation but how it enhanced the beauty, natural resources, history and urban health of the environment.

The contest attracted 242 entries from 48 states, the District of Columbia and Puerto Rico.



This stretch of the Crooked River Highway near Prineville won first place in a national contest sponsored by the FHWA.

## Promotions:

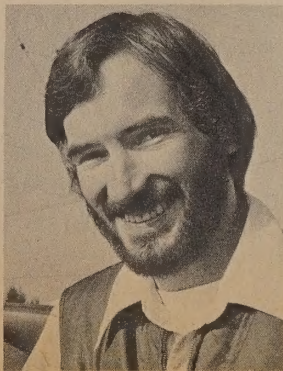
## Movin' up the ranks...



William Moragne  
Ranger 2



Doris Deter  
Personnel assistant



John Teleck  
MW 3

The following ODOT personnel were promoted during November:

### CONGRATULATIONS!

Gary E. Aiassa, PARKS, park aide to park ranger 1 at Valley of the Rogue State Park.  
Janice Bagger, DMV, clerical assistant to clerical specialist, Salem.  
Cynthia L. Barnett, ADMIN, clerical assistant in Highway Accounting Section to clerical specialist in Administrative Services, Salem.  
Cynthia Branco, DMV, clerical assistant to clerical specialist, Salem.  
David W. Bryson, HWY, engineer 1 in Structures Section to engineer 2 in Location Unit, Salem.  
Phoebie Cox, DMV, clerical specialist to administrative assistant 1, Salem.  
David Crossley, DMV, statistician to administrative assistant 2, Salem.  
Doris Deter, ADMIN, administrative assistant to personnel assistant in Personnel Operations, Salem.  
Wesley Gronemeyer, DMV, clerical assistant to clerical specialist, Salem.  
James E. Holeman, ADMIN, engineering technician 1 to ET 2 in Administrative Services, Salem.  
George M. Johnson, HWY, maintenance worker 4 to maintenance supervisor 1, Klamath Falls.  
Doris M. Kurtz, TRANSIT, secretary to administrative assistant, Salem.  
Peter A. Langway, ADMIN, engineering technician 1 to ET 2, Portland.  
Tanie M. Leedle, ADMIN, secretary to administrative assistant in Personnel Operations, Salem.  
Donald Leslie, DMV, fiscal manager 2 to fiscal manager 3, Salem.  
Henry R. Meredith, HWY, maintenance worker 2 in Meacham to ET 1, LaGrande.  
William D. Moragne, PARKS, Ranger 1 at Cape Blanco State Park to ranger 2 at Shore Acres State Park.  
Wesley J. Mullenberg, PARKS, park manager 1 at Goose Lake State Park to park manager 2 at Humbug State Park.  
Robert Oliver, DMV, traffic survey interviewer to MVR 1, Baker.  
L. A. Robbins, DMV, MVR 3 to administrative assistant 3, Salem.  
Richard M. Ruff, PARKS, park manager 2 at Milo McIver State Park to park manager 3 in Shore Acres State Park.  
Patricia S. Pellman, ADMIN, clerical assistant in Parks Branch to clerical specialist in Administrative Services, Salem.  
Stephen W. Roberts, PARKS, park manager 1 to park manager 2 at Farewell Bend State Park.  
Michael K. Shultz, HWY, engineer 2 in Region 2 to engineer 3 in Traffic Support Services Unit, Salem.  
Paul D. Singer, HWY, engineer 1 in Portland to engineer 2 in Project Management and Operations Planning, Salem.  
John P. Teleck, HWY, maintenance worker 2 to maintenance worker 3, Portland.  
Richard D. Thomas, PARKS, ranger 1 to ranger 2 at Farewell Bend State Park.  
Dennis Winstead, DMV, clerical specialist in Salem to MVR 1, Tualatin.  
Roland L. Wolfe, HWY, engineer 3 to engineer 4, analysis team supervisor in Traffic Support Services Unit, Salem.

## We'll always remember...

Carl Whittmeyer's co-workers say they'll miss the "thought for the day" he used to post daily at his desk in ODOT's Final Design Section in Salem.

Whittmeyer, 53 died in a Salem Hospital Oct. 31 from hepatitis. Before being hospitalized, he told his supervisor he had been suffering flu symptoms.

Whittmeyer was promoted to engineering technician 4 shortly before his death. He replaced Carl Grewe, who retired in September. Whittmeyer was responsible for railroad encroachment and PUC maps.

His friends remember him as a "quiet, unassuming guy." He was a very conscientious worker, says his supervisor Dick Dorn.

Calligraphy, woodworking and stone cutting were his hobbies. He and his wife Joan raised fruit trees, vegetable and flower gardens on their one-acre farm.

"His family was his biggest hobby," one friend says. "They worked toward being self-sufficient."

John Willis loved to fish and hunt; his friends remember him as a real "regular guy."

Willis, 61, died Oct. 23 after fighting cancer for several months. A highway maintenance worker 3, he hadn't worked since May and was scheduled for disability retirement on Dec. 31, 1977.

He began work as a laborer in Waldport in 1947 and worked 32 years in that area. He was considered one of the last "old highwaymen" on his crew in Waldport.

Bryson T. Clutter was a lead electrician in Milwaukie when he retired in 1970. He died Oct. 20 at age 72.

He began work as a lineman in

1934, working parttime until permanently employed in 1937 as a sign shop painter.

Jim Doyle, 65, retired assistant foreman at Cascade Locks, died Nov. 8 in Gresham. He retired in 1974.

Henry "Hank" Lauinger was a good problem solver.

"You could give him just a hint of what you needed and he'd take the ball and run with it," remembers Maurice Payne, district engineer in Milwaukie.

Hank died Nov. 8 after a short illness. He was the district sign crew foreman and worked for the Highway since he began as a maintenance worker in 1953. He was 56.

John A. Thomas, former section foreman in Astoria, died Aug. 28 at the University of Oregon Medical School Hospital following a lengthy illness.

Thomas began work in 1946 and was retired in 1966. He was 76.

## Workers retire in December

The following DMV employees retired this month:

John Sullivan, office manager (MVR 3), Woodburn; 31 years.

Bernice Finney, administrative assistant 1, Salem; 23 years.

Mildred Burns, clerical assistant, Salem; 22 years.

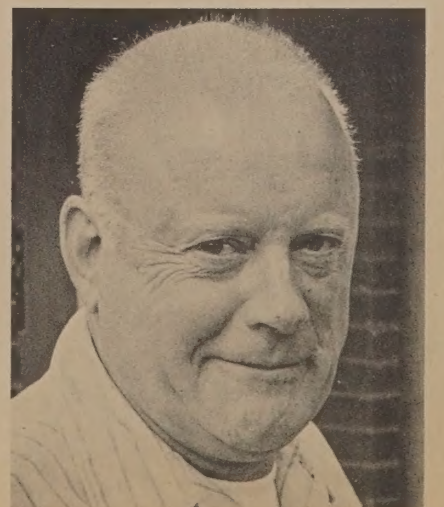
Jewel Marsh, MVR 1, Gladstone; 18 years.

Margaret Shepherd, MVR 1, Salem; 18 years.

Arla Peterson, clerical specialist, Salem; 13 years.

Bernice Driscoll, clerical assistant, Salem; 11 years.

Retiring from the Highway Division after 21 years is Joe E. Potter, engineering technician 1 in Pendleton. His last day was Sept. 30, 1977.



John Sullivan  
31 years

## Burco elected

ODOT Director Robert A. Burco has been elected as vice-chairman of the Conference of State Departments of Transportation (COSDOT).

The 39-member group meets three times a year to discuss national policies with the secretary of transportation and congressional leaders.

Director of the Iowa DOT, Vic Preisser, was elected chairman.

## 25-year pins

Two employees received 25-year certificates and pins from AASHTO at the November Transportation Commission meeting.

Highway Engineer H.S. Coulter presented awards to Ed Hardt, Region 1 engineer, and J. H. Versteeg, head of the Engineering Section.



# Jack Wills:

## Plowing a safe path for winter travelers

By Shannon Priem Allen

Jack Wills lives in a world of police radios, snow-stranded motorists, no telephones and day-late newspapers.

But he wouldn't trade his 24-hour-a-day job as Santiam Junction maintenance foreman for anything. During his 23 years with the highway division, he worked underground on a tunnel gang, maintained roads in the desert and at the coast.

Now, in the mountains, he's found his home. He loves the cold, pure air and the giant fir trees that surround the isolated station near the summit of the Cascades.

November's unusually heavy snowfall has blanketed the pass with a majestic beauty -- the kind of beauty that causes unchained tires to slide off the road, accidents and long traffic tie-ups.

Wills and his 22-man crew prepare half the year for this season. They crush about 30,000 yards of cinders for sanding 150 lane miles of highways 20, 22 and 126. They



Jack Wills

repair and maintain snow blasting equipment to remove snow from highways and winter recreation areas. They also maintain an airport for emergency landings.

"Drivers without chains are our biggest problem," says the 43-year-old foreman who moved to the pass in 1975. "I'd like to see a mandatory chain law enforced."

Tie-ups occurred last winter, despite the drought. "When it finally snowed, it snowed all at once, Wills says. "Everyone was going skiing during spring break. That caused quite a tie-up before we could sand and clear the road."

Injury accidents are frequent, he says. Trained in first aid, the crew responds day or night and radios for help from the state police in Bend.

"Jack will sleep through all the noise on the radio at night, but he

*"I try not to be the boss, so to speak, by letting the guys in on decisions. It helps improve the morale."*

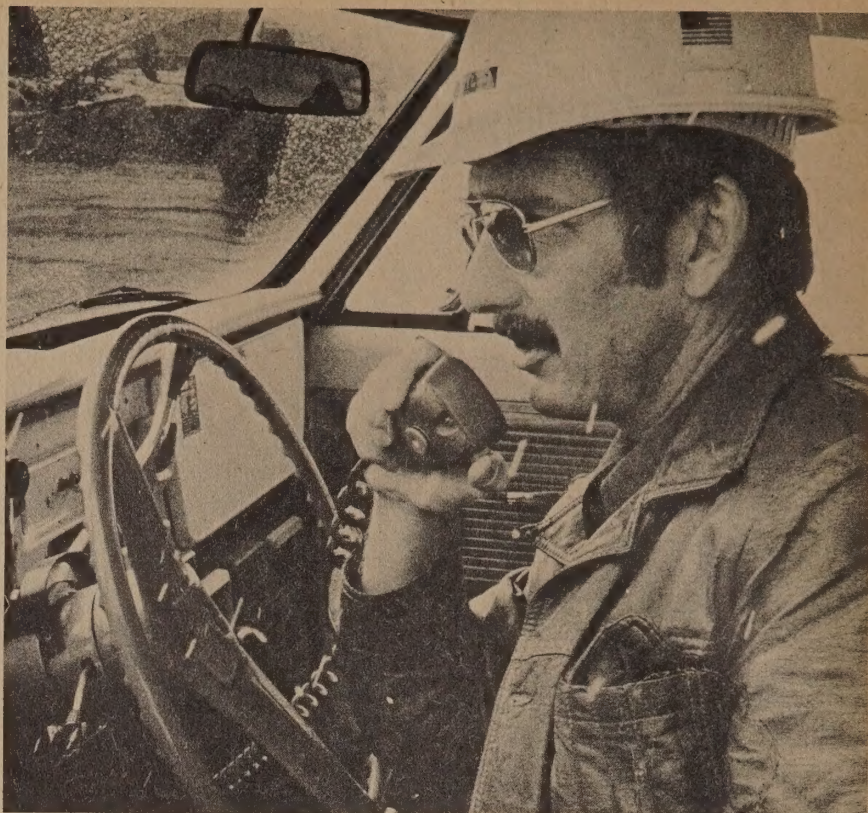
jumps out of bed instantly at the sound of his call number," says his wife Wanda.

"It's not really our job, but freezing weather increases the emergency, especially for stranded old people," Wills says, "and we're the only ones around. Sometimes people just need to get inside and get warm."

Snow and rock slides also present danger on the winding, narrow highways through the Cascades. The Clear Lake highway to Eugene is especially bad, Wills says.

"One snow slide came so hard and fast it raised one of our trucks a few feet in the air," Wills remembers.

As foreman in an isolated maintenance station, Wills faces a unique problem: Keeping workers contented enough to stay. "This is considered a training ground," Wills says, "because as soon as they're



Shielded from the snowfall, foreman Wills communicates via police radio in his car.

trained, guys often get tired of it up here and leave."

Sisters, 26 miles east of the junction, is the nearest town. Wanda drives their daughter 18 miles each day to the school bus in Black Butte. Power and telephone lines don't reach the junction, so the crew depends on CB, police and highway radios. They also generate their own electricity.

"Your attitude is important -- you have to be a diplomat with a lot of patience," Wills says. "We're a self-contained community up here; we're like a family."

Eleven live at the station with their families. They rent state-owned housing.

"I try not to be the boss, so to speak, by letting the guys in on decisions," Wills says. "Talking problems out really improves the moral."

Living with co-workers isn't new to Wills. From 1957 to 1967 he worked in Pendleton, LaGrande and Meacham on paving and maintenance crews.

"Twelve of us batched together in trailers by the work site," he says, "In Meacham we lived in a one-room school house during the winter."

"After work we'd head for town and raise a little hell," he laughs, "everybody knew the paving crew."

"We'd get homesick, though. I drove several hundred miles to get home on weekends."

One of ODOT's youngest foremen, Wills says he set a goal for himself when he started worked in 1954 at age 19.

"I wanted to become a supervisor and worked for good foremen who often took their own time to train me," he says. "They really made an impression."

Wills says he fell in love with snow country while working winters in Meacham. "It's exciting, something different is always happening," he says, "like helping drivers who slide off the road. It's rewarding."

"During the summer, living here is like a vacation. You're close to recreation areas. But we're often as busy as in the winter, being called out on accidents."

Wills, who grew up in Portland, considers the highway more than a job. "It's become a part of me. It's helped me meet people state-wide."

Two of his three sons also work for the highway division. Jack Jr. is in Lebanon and Jim is in Pistol River.

## Retirees Let Us Know What's Happening

The next ODOT no-host retiree luncheon will be Monday, Jan. 16 at noon at the King's Table Restaurant on south 12th St. in Salem, says Hil Young, chairman of the retiree group.

### Hawaii, surgery and orchids

Adaline Lanktree, 1962 Gilmer St., NW, Salem, OR, 97304--Retired 1973.

Traveling has been the name of the game for Adaline and her husband. They've been to Arizona twice and will return in February, 1978. They have also been to Mexico and spent a leisurely month in Hawaii with friends.

Major surgery two years ago cut down her golfing. "Nine doctors later," she hopes soon to return to the green, she says.

Retirement hasn't prevented her from working, however. She has returned to the department three times to fill in for the right-of-way office where she used to work.

Her ex-boss, Armand Riveness, got

her started raising orchids before she retired. She now has two greenhouses; one for orchids and one for geraniums and fuchsias. Adaline also enjoys sewing.

They have two daughters, both living in Salem. She enjoys VIA, and usually reads the Candid Comments first.

### Ernie gets 'divorced'

Ernest Talmadge, 950 Alpine Ave., McMinnville, OR, -- Retired 1975.

Ernie, who writes that he "divorced the Highway Division after 39 years," now has a small roofing crew. He takes a four-month vacation each fall to work as an assistant field man for Stayton Canning Coop.

Harvest time is demanding, he writes, but he really enjoys roofing, fishing or just plain playing.

"I receive and enjoy VIA" he says. "Thank you for your concern and best wishes to all."

### Still chasing his wife

Orville L. Pellett, Rt. 2, Box 58, Irrigon, OR. 97844 -- Retired 1973.

Orville just finished the small house he started before retiring. The reason he built it small, he says, is so he won't get tired when chasing his wife around the house.

His home isn't the end of his building hobby -- he specializes in making something out of nothing, like archers, boxes and bowlers out of horseshoe nails.

The Columbia River is only 400 feet from his front yard. After storms they like to hunt for

arrowheads near the river, which is a successful venture at times. Even though there is a nice marina in front, he keeps his 22-foot cruiser in the back yard. The Pelletts have taken their travel trailer to California, Zion and the Grand Canyon.

Orville also has a garden, and as of late October, was enjoying fresh strawberries for breakfast. He says persons are welcome to stop by and see his many statues.

# Via

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